

INTELLOFAX 44

Approved For Release 2006/08/08 : CIA-RDP82-00457R011800350009-8

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COUNTRY Germany (Soviet Zone)

REPORT NO.

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TOPIC Brand Airfield

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25X1 DATE PREPARED 15 April 1952

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PAGES 1 ENCLOSURES (NO. & TYPE) 1

REMARKS

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1. Between 27 February and 5 March 1952, no air activity was observed at Brand airfield. During this period, 18 jet bombers were parked in one row in the southern section of the field. Between 10 a.m. and 3:30 p.m. on 6 March, the field was observed from its eastern and northeastern sides. There was cloudless weather, a strong wind from the east, and a visibility of about 2 km. At an average interval of 10 to 15 minutes, two jet bombers took off from west to east and practiced local flying in groups of two. [redacted] On 7 March, 25X1 18 jet bombers were parked in several groups on the southern edge of the field. All of the planes parked at the field were observed. At 10 a.m., eight jet bombers flew in a badly kept formation over the field at an altitude of 300 to 1,000 meters. About 1 p.m., a jet bomber towing a sleeve target flew over the area about 10 km north of the field at an altitude of about 1,000 meters. The sleeve target had about the same length as the plane. No flying was observed on 8 and 9 March. After 2 p.m. on 10 March, jet bombers made individual take-offs. There was clear weather and a moderate visibility. The [redacted] 27 jet bombers which took off at 2 and 2:20 p.m. [redacted] Flying discontinued at 4:30 p.m. Only 14 jet bombers were counted on the southern edge of the field.

2. Work was still being done in the fuel dump in Jagen (forest-subarea) 71. (1) Except for ten containers, all the large fuel containers which were previously stored in the northern section of the dump were dug in. A radio installation with four masts and a cabin in the center was about 1,000 meters east of the east end of the runway. (2) A lead-in extended from the middle of each metal mast to the cabin. On the roof of the cabin there was an antenna mast the top of which was slightly lower than the mastheads. A radio truck and a bunker suitable as quarters were about 30 meters southwest of the radio installation. A rod antenna with a flexible top section was fitted on top of the right front corner of the van-like superstructure of the truck. Three thin wires radiated to the ground from the upper end of the rigid portion of the mast. The radio truck was also parked there when there was no air activity. Thirty to 50 meters south of the west exit from Krausnick there was a radio installation consisting of one metal mast about 10 meters high, a radio truck, a truck with a mounted searchlight about 1.1 meter in diameter, and several trucks and house trailers. Another radio truck was continuously parked in the open about 400 meters south of the east end of the runway.

3. From 12 to 16 March, there was no flying. Between 10 a.m. and 2:30 p.m. on 19 March, 15 jet bombers without auxiliary fuel tanks were counted in the southern section of

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the field. [redacted] two type-27 jet bombers [redacted] taxied to the runway and took off after 3 minutes. The weather was cloudless. The planes circled individually and landed with a slight tail wind. Then, flying continued with other type-27 jet bombers. [redacted] The aircraft used at most half the length of the runway for taking off.

4. At 8:15 a.m. on 20 March, a type-30 plane [redacted] was the first to take off from east to west with a moderate wind from the east. It landed at 8:30 a.m. Type-27 jet bombers [redacted] were observed flying. Take-offs and landings were made at the following times:

Take-Off Time	Landing Time
8:40 a.m.	8:50 a.m.
9:10 a.m.	9:00 a.m.
9:30 a.m.	9:20 a.m.
10:30 a.m.	9:42 a.m.
10:40 a.m.	10:42 a.m.
10:45 a.m.	10:50 a.m.
10:51 a.m.	11:00 a.m.
10:55 a.m.	11:03 a.m.
11:10 a.m.	11:16 a.m.
11:14 a.m.	11:25 a.m.
11:32 a.m.	11:25 a.m.
11:36 a.m.	11:47 a.m.
12:15 a.m.	11:49 a.m.
12:25 p.m.	1:15 p.m.
2:30 p.m.	1:17 p.m.
?	2:55 p.m.

At 2:30 p.m., 15 jet bombers were parked on the southern edge of the field, while 2 or 3 jet bombers were aloft. Most of the planes had a device, similar to a compressed-air flask, behind each turbine. About 100 meters west of the four-mast radio installation at the east end of the runway there was another radio installation with four masts. A radio truck with a 10 to 12-meter mast at its side was located 30 to 50 meters southwest of the latter installation. (4)

5. Seventeen jet bombers were stationed at the field on 10 March and only 15 such planes were observed on 13 March. (5) Between 10 and 15 March, there was no flying although the weather was very good. [redacted]

[redacted] two reasons may have existed. Either no fuel arrived at the field recently or a shortage of tires for the aircraft existed. While landing, the tires became so hot that they developed a dense smoke which indicated an excessive wear. No supply of tires has been observed arriving at the field. (6) Work was continually being done on the planes, which were parked in groups of five, about 80 meters apart, at the dispersal area. The planes were always covered with tarpaulins. [redacted]

6. On 10 and 12 March, alerts were practiced at the field. About 400 officers, EN and women wearing uniforms hastily left their quarters and ran toward trenches dug in the area north of the runway. Telephone lines extended to these trenches. The soldiers and women were carrying suitcases, boxes and weapons. On 11 and 13 March, about 300 air force soldiers were engaged in combat practice on the terrain north of the runway. All the soldiers carried small packs on their belts. Security measures at the field were intensified. During the night of 12 March, [redacted] a searchlight near Krausnick rotated continuously. The number of motor vehicles was reduced. (7) In the dispersal area, there were only about 30 vehicles [redacted] Trucks [redacted]

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[redacted] tank truck [redacted] and sedan [redacted] were observed for the first time. A van-like truck [redacted] was observed between the flight control building and the repair shop. No radio mast was observed on this truck.

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7. A meeting is to take place soon at which Major Ivshin (Znu) and Captain Mironenko (Znu) will discuss the scheduled work on the dispersal area which is to be extended to the east by 400 meters. This work is considered urgent.

8. Between 19 and 22 March, 15 jet bombers and 4 biplanes were observed parked in three groups on the dispersal area. [redacted]
[redacted] One plane of each group was covered with tarpaulins and did not participate in air activity. [redacted]

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9. On the morning of 18 March, a fuel shipment of four tank cars, which had left Riesa depot on 16 March, arrived at the field. [redacted]
[redacted] Of the tank cars, one had a total weight of 21 tons, two had 18 tons each and the fourth had 15 tons. Five additional tank cars arrived on the afternoon of 18 March, and air activity was resumed by planes which took off individually.

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10. Throughout 19 March all the aircraft practiced take-offs in groups of two. At first three aircraft, two in front and one behind, were observed at the take-off point with running engines but only two planes took off. The two planes raised such a cloud of dust that the third plane obviously could not take-off. The planes took off and landed in both directions. On 19 March, [redacted] for the first time [redacted] bombs were trucked from the ammunition dump to the runway. The olive-drab bombs, about 1 meter long and fitted with fins about 20 centimeters long, were stored [redacted] Detonations were heard during the course of the day. The bombing area was allegedly about 35 km from Brand and not far from Cottbus. (10) [redacted] a jet bomber towing a sleeve target on a 150-meter rope. The sleeve target was about as long as the plane. The crew wore blue-gray flying suits with fur jackets.

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11. The aircraft with weapons in the tail gunner's station had three plexiglass panes in the roof of the rear gunner's station. One pane was in the rear, while the other two were on the right and left side respectively. A mount for a cannon was located in the nose of the aircraft. (11) The main landing gear and the nose wheel had an estimated length of 1.2 to 1.4 meters. While landing, these planes left marks 5 to 7 meters long on the runway when touching ground and every 20 to 30 meters until the speed was reduced. The runway was covered with these marks. [redacted] the tires developed a dense smoke while landing. No damages were noticed on the runway.

12. The coal shipments which arrived at the field were consigned to Supply Unit Menkin in Brand, and fuel shipments arrived [redacted] Only a few shipments, which were being unloaded by the Russians at Brand railroad station [redacted] The latter shipments mostly carried silver gray boxes of various sizes. The boxes were not marked.

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13. [redacted] Brand airfield will be vacated by the troops between 1 and 30 April 1952 and that the field will remain unoccupied until 1 September 1952. [redacted] army uniform with red and black branch of service insignia, silver epauletts and a golden star. [redacted] the construction workers were allowed to occupy the quarters at the field. Improvements at the field are to be completed by 1 September 1952. (12)

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14. No changes were observed on the radio installations at the field. A radio installation of four antenna masts about 12 meters high arranged in a square was observed in a woods about 1 km east of the runway. [REDACTED]

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25X1 [REDACTED] Comments.

- (1) For location of Jagen (forest-subarea) 71, [REDACTED]
 (2) The radio installation is the previously reported Adcock DF station.
 (3) The radio installation with one mast is a landing beacon. For pin-point locations of radio installations, [REDACTED]
 (4) The erection of radio installations so close to each other is unusual. This is only plausible if the old installations are to be removed.
 (5) The information on the reduction of the 27 aircraft of the bomber regiment to 15 planes is credible [REDACTED]

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25X1 [REDACTED] The present location of the missing twelve type-27 planes has not been determined. However, there are indications that those planes practiced flying from Wernuchen airfield.

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- (6) The first of the two reasons is not correct. [REDACTED] the field was supplied with a total of 10 tank carloads of fuel on 8 and 13 March.

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25X1 [REDACTED] The correctness of the second statement cannot be verified, but it is believed possible.

- (7) The reduction in motor vehicles is probably connected with the reduction of aircraft, since a portion of the ground units with their vehicles was probably transferred together with the aircraft.

- (8) [REDACTED] It is the only plane of this type assigned to the bomber regiment to date. The information that this plane is used by the commandant requires confirmation.

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- (10) The bomb range reported can only be the training field southeast of Liehrose, north of Cottbus.

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- (12) The information on the intended evacuation of the field appears credible since any large scale construction makes training activity by the regiment impossible. For security reasons improvement would not be possible if the unit remained at the field. The future location of the regiment is not known. It is possible that the entire unit will be transferred to Wernuchen where some aircraft of the regiment are now apparently stationed.

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